

Federal Aviation Administration, DOT

§ 129.19

measuring equipment unit (DME), capable of receiving and indicating distance information from the VORTAC facilities to be used, must be installed on each airplane when operated at or above 24,000 feet MSL within the 50 states, and the District of Columbia.

[Doc. No. 1994, 29 FR 1720, Feb. 5, 1964, as amended by Amdt. 129-2, 30 FR 10288, Aug. 19, 1965, Amdt. 129-7, 41 FR 47230, Oct. 30, 1976]

§ 129.18 Collision Avoidance System.

(a) After December 30, 1993, no foreign air carrier may operate in the United States a turbine powered airplane that has a maximum passenger seating configuration, excluding any pilot seat, of more than 30 seats unless it is equipped with—

(1) A TCAS II traffic alert and collision avoidance system capable of coordinating with TCAS units that meet the specifications of TSO C-119, and

(2) The appropriate class of Mode S transponder.

(b) Unless otherwise authorized by the Administrator, after December 31, 1995, no foreign air carrier may operate in the United States a turbine powered

airplane that has a passenger seat configuration, excluding any pilot seat, of 10 to 30 seats unless it is equipped with an approved traffic alert and collision avoidance system. If a TCAS II system is installed, it must be capable of coordinating with TCAS units that meet TSO C-119.

(c) Effective May 1, 2003, if TCAS II is installed in an airplane for the first time after April 30, 2003, and before January 1, 2005, no foreign air carrier may operate that airplane without TCAS II that meets TSO C-119b (version 7.0), or a later version.

[Doc. No. 25355, 54 FR 951, Jan. 10, 1989, as amended by Amdt. 129-21, 55 FR 13247, Apr. 9, 1990; Amdt. 129-24, 59 FR 67587, Dec. 29, 1994; Amdt. 129-37, 68 FR 15903, Apr. 1, 2003]

EFFECTIVE DATE NOTE: By Amdt. 129-37, 68 FR 15903, Apr. 1, 2003, § 129.18 was revised, effective Jan. 1, 2005. For the convenience of the user, the revised text follows:

§ 129.18 Collision avoidance system.

Effective January 1, 2005, any airplane you, as a foreign air carrier, operate under part 129 must be equipped and operated according to the following table:

COLLISION AVOIDANCE SYSTEMS

If you operate in the United States any . . .	Then you must operate that airplane with:
(a) Turbine-powered airplane of more than 33,000 pounds maximum certificated takeoff weight.	<p>(1) An appropriate class of Mode S transponder that meets Technical Standard Order (TSO) C-112, or a later version, and one of the following approved units;</p> <p>(i) TCAS II that meets TSO C-119b (version 7.0), or takeoff weight a later version.</p> <p>(ii) TCAS II that meets TSO C-119a (version 6.04A Enhanced) that was installed in that airplane before May 1, 2003. If that TCAS II version 6.04A Enhanced no longer can be repaired to TSO C-119a standards, it must be replaced with a TCAS II that meets TSO C-119b (version 7.0), or a later version.</p> <p>(iii) A collision avoidance system equivalent to TSO C-119b (version 7.0), or a later version, capable of coordinating with units that meet TSO C-119a (version 6.04A Enhanced), or a later version.</p>
(b) Turbine-powered airplane with a passenger-seat configuration, excluding any pilot seat, or 10-30 seats.	<p>(1) TCAS I that meets TSO C-118, or a later version, or</p> <p>(2) A collision avoidance system equivalent to excluding any TSO C-118, or a later version, or</p> <p>(3) A collision avoidance system and Mode S transponder that meet paragraph (a)(1) of this section.</p>

§ 129.19 Air traffic rules and procedures.

(a) Each pilot must be familiar with the applicable rules, the navigational and communications facilities, and the air traffic control and other procedures, of the areas to be traversed by him within the United States.

(b) Each foreign air carrier shall establish procedures to assure that each of its pilots has the knowledge required by paragraph (a) of this section and shall check the ability of each of its pilots to operate safely according to applicable rules and procedures.

(c) Each foreign air carrier shall conform to the practices, procedures, and